

Stringtown Road Extended -- No. 500403

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Clarksburg
None.

Date Last Modified
Required Adequate Public Facility

January 6, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,459	782	533	144	144	0	0	0	0	0	0
Land	487	28	459	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,296	2	322	972	972	0	0	0	0	0	0
Construction	5,568	0	3,685	1,883	1,883	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,810	812	4,999	2,999	2,999	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Development District	1,600	0	750	850	850	0	0	0	0	0	0
G.O. Bonds	0	0	0	0	0	0	0	0	0	0	0
Contributions	970	0	700	270	270	0	0	0	0	0	0
Development Approval Payment	512	0	512	0	0	0	0	0	0	0	0
Impact Tax	5,614	708	3,027	1,879	1,879	0	0	0	0	0	0
Investment Income	104	104	0	0	0	0	0	0	0	0	0
Intergovernmental	10	0	10	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				35	0	7	7	7	7	7	0
Energy				50	0	10	10	10	10	10	0
Net Impact				85	0	17	17	17	17	17	0

DESCRIPTION

This project provides for the final design, right-of-way acquisition and construction of a 2,400 foot extension of Stringtown Road westward from Frederick Road (MD 355) to I-270 ramps at existing MD 121. This road will be a four-lane divided closed section arterial highway with two lanes in each direction. It will include a five-foot sidewalk on the south side, an eight-foot bike path on the north side, street trees and streetlights within a 120-foot right of way. Appropriate auxiliary lanes and traffic signals will be provided at the intersections with MD 355 and with Gateway Center Drive.

Capacity

The projected Average Daily Traffic (ADT) for the year 2020 is 40,000 vehicles per day.

JUSTIFICATION

The Clarksburg Town Center and other master planned developments are under construction and/or in the approval process. This master planned arterial roadway is required to provide access to development in various stages, and will also serve to redirect traffic away from the Clarksburg Historic District.

Plans and Studies

The Clarksburg Master Plan and Hyattstown Special Study Area (June 1994) includes the extension of Stringtown Road from MD 355 to I-270 ramps as an arterial road that would connect MD 355 to the proposed Mid-County Arterial (A-305). Pedestrian safety was considered during design.

Cost Change

Transferred \$20k to Advanced Reforestation.

STATUS

Final design stage.

OTHER

An agreement has been reached with Gateway Commons, LLC. to construct a portion of the project, Gateway Center Drive to MD 355. The developer contribution is 35 percent of the costs.

FISCAL NOTE

The Town Center Development District participation would not exceed \$1,600k.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,830
First Cost Estimate		
Current Scope	FY04	8,830
Last FY's Cost Estimate		8,830
Present Cost Estimate		8,810

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		-20

Cumulative Appropriation	8,830
Expenditures/ Encumbrances	4,454
Unencumbered Balance	4,376

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Permitting Services
Department of Environmental Protection
Washinton Suburban Sanitary Commission
Washington Gas
Verizon
Allegheny Power
Clarksburg Town Center Development District
Maryland-National Park and Planning Commission

MAP

See Map on Next Page

